Will Vacate Sept. S—Course May Not Be Disturbed for Some Time—Tournament and Handleap Play on Many Links Open Event at Richmond County.

A street which is blocked by the Watson mestead at Westchester avenue can no Westchester Golf Club will be without a club house as a consequence on September 10. The 325 members have been notified by the committee to remove their goods and trappings by September 8, when the club will bid farewell to the old brownstone mansion it has occupied for some years. The street is to be opened across the site of the building and the owners, to facilitate the use of the property in building or the sale in lots, will lower the terraced lawns to the avenue grade.

The golf course, which is on the south side

of Westchester avenue, is not in the line of immediate improvements and it may not be immediate improvements and it may not be disturbed for two or three years, but the tenure will be a doubtful one. A group of the members want to build a temporary building on the links to be used as a club quarters, while others are in hope that the cottage adjoining the Tiffany homestead, three blocks away, which was the clubhouse in the first years of the club, may again be hired and the Westchester Golf Club kept up unchanged until the course is actually up unchanged until the course is actually doomed by the encroachments of builders and the irresistible advance of the city on suburban fields.

suburban fields.

In expectation of a breaking up many of the members have joined other clubs as individuals, notably the Dunwoodie Country Club, Siwanoy Country Club of Mount Vernon, Englewood Golf Club or the Apawamis Club, but in case the club does not disband at a special meeting soon to be held, it is possible that there may be a formal union with the Dunwoodie Country Club. Over-tures are pending to that end, and if consummated the removal from the old club would be only to the clubhouse and links now approaching completion at Dunwoodie. The place is very accessible to the Westchester Golf Club members residing in The Bronx, as well as the proportion living in Manhattan, but the hitch is said to be in the reluctance of the Dunwoodie committee, which is well satisfied with the normal accession of mem-

satisfied with the normal accession of members, to take in a block of 100 or 200 piayers.

The Westchester Golf Club has been a factor in the local game since 1896. For several years its fall tournaments attracted the leading players to the nine-hole course in The Bronx, and while they have been discontinued since the club has had a full list, its members have been steadfast supporters of open tournamants on other links. The 2,970 yard course is now in very good order, the stone walls that once disfigured it having been removed or covered with sod. To the majority of M. G. A. players it would be good news that the organization had decided to keep on until actually despoiled of its grounds.

Play for the August cup, the gift of W. I. Seaman, for which eight qualified on August 4, passed the second round at the Richmond County Country Club yesterday and the final will be played this afternoon between L. H. Thomas, who concedes odds, and W. A Bogue. The Richmond county committee announces an open tournament on October 4 to 8, inclusive. It will be the first at the course since 1898, when A. E. Paterson won the score medal, but lost the first cup to Otto Hockmeyer, by 8 and 2. R. M. Littlejohn of Oakland, won the second cup from Paul B. Cooke, by 4 and 3. Yesterday's play:

Semi-final—Thomas, 2, beat Agar, 7, by 6 and 5; ogue, 7, beat Blood, 12, by 4 and 3.

Engabethtown, Aug. 25.—The men's championship of the Cobble Hill Golf club has been won by Edwin A. Freeman of Montclair. He defeated William S. Kellogg in a thirty-six hole match, 8 up and 7 to play. Miss M. Eleanor Freeman won the women's championship by defeating Miss M. E. Evans, 3 up and 2 to play, in an eighteen hole match. The Freeman family has been here since early in July. The father, William C. Freeman, who has been here only occasionally, has won three events, his son Edwin has won three and his daughter Eleanor has won live.

E. A. Downey, 88, 4 down, won the bosy sweepstakes resterday at the Apawamis Club, with Wesley N. Oler, 100, 12, 2 down, second.

In the second round for the Southerland trophy yesterday at the Fox Hills Golf Club Paul O'Connor beat Thomas by 5 and 4, Frank Sears beat Mamlok, by 2 and 1, Armstrong beat McGhee by 3 and 1, and C. W. Sparks beat 5, D. Paucus by 2 and 1. Armstrong won the class A handleap and Hungerford, a new member, had an easy victory in class B. The scores:

Class A.-B. T. Alen. 88, 8-80; H. E. Armstrong 88, 8-82; W. S. Kimball, 67, 12-86; H. Walser, 86, 4-85; W. A. Hamilton, 67, 8-89; A. B. Wooton, 164, 12-93.

6-65; W. A. Hamilton, 104, 12-65; C. McGhee, C. McGhee, C. McGhee, C. McGhee, S. 16-79; W. L. Davidson, 97, 16-81; H. H. Lloyd, 104, 10-86, E. Robertson, 102, 16-86; R. R. Mamlok, 162, 15-87; J. P. Ryan, 104, 17-64.

There were thirty-five starters in a bogey and cap at the Hackensack Golf Club yesterday. The four prizes were won by R. H. aylor, 2 down; T. G. Leonard, 3 down; A. forrell, 4 down, and C. W. Bell, 5 down. There till be a mixed four-some next Saturday for rizes presented by Mr. and Mrs. J. G. Sage.

By a fine score of 77 W. B. Rhett won the bogsy handicap from scratch yesterday at the Dyker Meadow Kolf Club. Sixteen competed, but only six made returns: W. B. Rhett, 77, 0—1 up; C. J. Crookall, 80, 4—all square; W. R. Simons, 83, 2—1 down; Grant Notman, 83, 7—4 down; E. F. Hunt, 86, 3—5 down; F. M. Hinkle, 92, 7—6 down.

In the final for the August cup yesterday at the Scarsdale Golf Cub, played over a course in better shape than in two seasons.

L. J. Tompkins beat C. E. Smith by 3 up and 2 to play. George V. Fowler of Yonkers won the weekly handicap, with 92, 22—70.

GREAT BERRINGTON, Mass., Aug. 25.—Dwight Partridge of Yale won the Wyantenuck cup for the second consecutive year, by defecting T. M. Sherman of Wykagyl and Fairfield by 4 up and 3 to go in a thirty-six hole mstch to-day. Partridge was 2 up at the end of the first eighteen holes and retained his lead. George Stanley, the juvenile crack, won the cup for the defeated eight in the first exteen.

GLEW COVE, Aug. 25.—In the "kickers' handicap at the Massau Club to-day Aleck Smith, the club professional was the mark, the members handicapping themselves to finish with a net as near his as possible. No player figured exactly, but three came within one of being correct, while the player who went widest of the mark was but five out of the way. The scores:

Aleck Smith, the mark, 79, 0—79; L. J. Busby, 01, 20—75; L. P. Busby, 201, 20—75; L. P. Busby, 201, 20—75; H. F. Whitney, 87, 7—80; H. S. Hadden, 99, 18—81; H. F. Whitney, 87, 13—81; T. D. Hooper, 91, 19—81; C. H. Hyde, 100, 19—81; J. R. Maxwell, 110, 25—82; H. S. Smithers, 112, 39—83; W. Martin, 114, 30—84.

MONTCLAIR, Aug. 25.—Leonard McHeffey won an eighteen hole handleap played on the Montclair links this afternoon with a net score of 64. The score:

L. McHeffey, 94, 80—84; O. Woodward, 78, 4—74; Paul Wilcox, 82, 6—76; A. C. Aborn, 84, 7—77; H. G. Plimpton, 89, 12—77; J. A. Kelsey, 96, 18—78; F. C. Munoz, 96, 17—78; S. H. Lockett, 83, 4—79; W. B. Pealey, 93, 18—80; W. Brown, 92, 10—82; W. H. Clough, 109, 26—83; J. A. Philbrick, 99, 16—88; G. Phyfe, 101, 14—87; W. B. Baldwin, 100, 10—90.

Phyfc, 101, 14—87; W. B. Baldwin, 100, 10—90.

There was a great team match, nineteen a side, at the Ridgewood Golf Club yesterday in which the home players lost to the North Jersey Country Club by 10 matches to 7. By holes the home team would have been 7 up, but the match was on the one point system. The return match will be at the Paterson course in September. The scores:

North Jersey—R. Cunningham, 1; F. Case, 1; S. S. Booth, 1; A. T. Gray, 1; C. M. Jones, 1; E. E. Gedney, 1; H. C. Burnett, 1; E. H. Nelbeu, 0; S. F. Low, 0; G. W. Scott, 1; E. H. Slater, 1; G. H. McKee, 1; J. W. Khox, 1; E. L. Sharp, 0; H. T. Baxter, 0; I. Lasugh, 0; G. P. Alwood, 0; G. H. Hopper, 1; A. C. Burnett, 1, Total, 10.

Bidgewood—R. P. Kohler, e; W. G. Phelps, 0; B. H. Linderberg, 0; H. G. White, 0; W. A. Dunn, Jr., 0; R. H. Watlington, 0; F. Rudte, 0; E. C. Michell, 1; C. Corsa, 1; T. C. Moore, 0; L. Tappen, 0; H. Plimpton, 9; G. White, 0; W. I. Bey, 1; A. H. Morey, 1; H. Cruit, 1; F. N. Appo, 1; G. Boreham, 0; W. McFarland, 1. Total, 7.

PLAINFIELD, Aug. 25.—Dudley H. Barrows, with a gross score of 73, won the first three points for the golf committee cup at the Plainfield Country Club to-day. The leading scores: Dudley H. Barrows 76, plus 1—77; Henry D. Hibbard. 83, 8—78; Arthur Murphy. 88, 10—78; W. F. Merrill, 104, 22—82; M. D. Riggs, 99, 11—85; Harold Sorrell, 112, 23—89.

Fairweather Beleit Football Coach. Beloit has engaged C. A. Fairweather, the old University of Illinois football player, for football coach next season. He is expected to do big things at Beloit. He will have a faculty position.

Defeats Vesely in New York Hay Regatta

but Is Set Hack. The New York Bay Regatta Association held its fourth annual regatta yesterday over a mile course on the Hackensack River. Con-ditions were fine and a programme of eleven events brought tegether some crack crews for a good afternoon's sport. The race of the day was in the senior sculls, with Frank Vesely of the First Bohemian B. C. and Fred Fuessel of the Harlem R. C. as the only

Immediately the gun cracked Fuessel moved over toward Vesely's water and crowded the Boho so that he fouled the course flag and lost a length or so. The scullers swung apart and Fuessel went ahead and won by two lengths. Vesely protested, saying that Fuessel fouled him and that their oars touched. Referee Pilkington questioned both men and disqualified Fuessel, giving the

race to Vesely.

Another feature of the day was the good work of the Union B. C. crews. They cap-tured four firsts and a second, a record which

made them highly jubilant.

The junior single gig furnished a novel contest, the extreme in bad steering being shown by two of the competitors. Hy Bester of the Harlem R. C., whose station was in the outside at No. 6 buey, tacked clear across the river to the competite shore and but for the river to the opposite shore, and but for the warning of the referee would have landed his boat on the sedge. Heller of the Lone Star Club went straight into the swamp grass from the middle of the stream, but he righted himself and finished the race. Emerson of the Metropolitan B. C. steered the best course and won by several lengths from Kleve of the Clifton B. C., the Harlem soulie

eing third. The junior four barge was a close affair between the Hudsons, Atlantics and Rose-dales. For a while the Hudsons showed dales. For a while the Hudsons showed the way, but about half way the Atlantics swung along into the lead and won by about half a length from the Rosedales, the Hudsons being a close third. Good steering gave the Union B. C. a hollow victory in the junior double gig the Brooklyn Valencias and Hudsons zigzagging all over the course. The Hudsons finally made second place, with the Brooklyn R. C. third.

The colors of the Union B. C. were to the front again in the junior four gig, which they won after a smashing race with the Nauttlus B. C. and the Cliftons, the two crews following in the order named.

Nash of the Waverly B. C. and Scofield of the Clifton B. C. had a nip and tuck duel in the junior single shell, but the Waverly man finally triumphed by two lengths.

Junior Single Gig—Won by Robert Emerson, Metropolitan B. C.; A. Kleve, Clifton B. C., second; Hy Bester, Harlem B. C., third. Time, 7 minutes 19 seconds.

Hy Bester, Bartom B. C., third: Junes 19 seconds.

Junior Four Oared Barge—Won by Atlantic B. C., with Fred W. Keenig, bow; H. Henke, 2; C. W. Wuiffreat, 3; Perry Hughes, stroke, and Al Heyne, coxswain; Rosedalo B. C. second, with J. W. Adickes, bow; W. Von Broock, 2; Fred Feuss S; Robert Beyerl, stroke, and R. Aldag, coxswain; Hudson B. C. third, with W. Hoffman, bow; I. J. Emery, 2; K. J. Welzmiller, S; F. H. Maclander, stroke, and W. A. Wade, coxswain, Time, 5 minutes and 50 seconds.

stroke; Brooklyn R. C. third, with Harry S. Dunn. bow: L. E. Midnight, stroke. Time, 6 minutes 24 seconds.

Junior Four Oared Gig—Won by Union B. C., With V. E. Velory, bow; J. Hughes, 2; T. Grinsdelt, 3; T. Molanphy, stroke, and George Griggs, coxswain, Nautilus B. C. second, with Harry Dunn, bow; H. A. Bartsch, 2; R. A. Boyle, 3; C. E. Rollins, stroke, and W. J. Rilkelly, coxswalm: Clifton B. C. third, with E. de Jonge, bow; A. W. Sillman, 2; Max Thaten, 3; E. Bradford, stroke, and F. C. Townsend, coxswain. Time, 5 minutes 21 seconds.

Junior Single Shell—Won by Sidney B. Naah, Waverly B. C.; George S. Scofield, Jr., Clifton B. C., second. Time, 6 minutes 22 seconds.

Intermediate Four Gig—Won by Slaten Island B. C., with P. Kuehner, bow; A. F. Rodewald, 2; W. P. Morgan, 3; R. A. Jenkin, stroke, and E. M. Sexton, coxswain. Clifton B. C., second, with A. A. Stewart, bow; E. J. Brindley, 2; R. E. Crowe, 3; W. J. Bradford, stroke, and J. A. Gulon, coxswain. Time 5 minutes 44-5 seconds.

Intermediate Single Gig—Won by W. A. Neal, Union B. C.; T. W. Koenig, Atlantic B. C., second; A. G. Thompson, Clifton B. C., third. Time, 6 minutes 50 4-5 seconds.

Junior Quadruple Sculls—Won by Union B. C., with J. Goodsell, bow; T. Kean, 2; W. MacNell, 3, and

Union B. C.; T. W. Koenig, Atlante B. C., second; A.
G. Thompson, Clifton B. C., third. Time, & minutes
50 4-5 seconds.
Junior Quadruple Sculis—Won by Union B. C.,
with J. Goodsell, bow; T. Kean, 2; W. MacNell, 3, and
J. L. McDonaid, stroke. Metropolitan R. C. second, with Harry Ames, bow; R. Emerson, 2; A.
Peker, 8, and Ray Wetsler, stroke. Clifton B. C.
third, with A. Kleve, bow; M. Kehoe, 2; R. Harvey, 8,
and W. D. McKean, stroke. No time taken.
Senior Single—Sculis—Won by Fred Fuess,
Harlem R. C.; Frank Vesely, First Bohemian B. C.,
second. Time, 5 minutes 82 3-5 seconds.
Senior Four Barge—Won by Actine B. C., with
N. Southard, bow, H. E. Crow, 2; J. Eirchner, 3;
L. Eltzen, stroke, and C. Klenrath, côxawain. Roseddale B. C., second, with J. W. Adlekes, bow; W.
Von Broock, 2; Fred Fuess, S. R. Bagerl, stroke, and
R. Aldag, cozswain. Hudson B. C., third, with I.
J. Emery, bow; J. Doyle, 2; W. J. Spencer, S; George
Kunts, J., stroke, and V. P. O'Maloney, cozswain.
Time, 5 minutes 28 seconds.
Junior Eight Oared Shell—Won by Staten Island
B. G., with A. P. Bush, bow; J. Soott, Jr., 2; R. D.
Bell, 3; G. Hoppen, 4; P. Kuehner, 5; W. O. Jenkin, 6;
A. P. Rodewald, 7; W. P. Morgan, stroke, and E. M.
Sexton, cozswain; Union B. C., second, with J.
Dooley, bow; J. L. McDonald, 2; W. MacNell, 8;
H. W. Sherwood, 4; V. E. Velory, 5; J. Hughes, 6; T.
Grimsdale, 7; I. Molamphy, stroke and George Briggs,
coxswain. Time, 4 minutes 521-5 seconds.

SETS RECORD, THEN DISTANCED. Bellyar Paces in 2:00 8-4 at Readville Fastest Mile of Year.

READVILLE, Mass., Aug. 25.—The end of the first weeks racing in the Grand Circuit meeting at this track to-day saw a mile for the Neponset Stake paced in 2:00% by Bollvar, son of Wayland, the fastest mile for the year, and equalling the world's race record for geld-ings held by Prince Alert. The times for the three heats, 2:00¼, 2:02¼ and 2:03¾, furnish a world's record for consecutive heats:

The fast mile was too much for Bollvar, and he dropped back in the second and was distanced in the third heat. The track was in great shape and the weather conditions perfect for fast time. In the first heat of the 2.06 class, for the Nepouset Stake of \$3,000, The Friend led to the half, the time for the first quarter being 29% and for the half 1:00 flat. The watch clicked 1:19% for the three quarters, Bolivar leading at that time and from then on t the wire. In the second heat The Friend led to

the half again making the first quarter in 20% seconds and the half in 1:00%, with Bolivar close up. At this point Gratt moved up. as did Eestatio and it was a hot race down the stretch until within 100 yards of the wire, when Ecstatic and Bolivar dropped back and Gratt passed The Friend, winning by

and Gratt passed The Friend, winning by a length."

In the third race The Friend again led to the half, when Gratt came up strong and won in a whirlwind finish over Hal Chaffin.

Angus Pointer captured the first two races of the 2:02 pace in easy fashion, but in the third the gelding broke and narrowly escaped being distanced. Baron Grattan came through the bunch strong and won handliy. In the 2:18 trot Billie H. easily demonstrated his superior speed and won each of the races without difficulty. The summaries:

The Neponset-2:06 class, pacing: purse, \$1,000;

Boltvar distanced. 2:02 class, pacing; purse, \$400; Angus Pointer, b. g., by Sidney Pointer (Sun-derlin)

derlin) Nervola, b, h. (Murphy) Maud Keswick, b. m. (James) Time—2:08/4. Baron Grattan and John M. also started. Purse, \$400:
Angus Pointer, b. g. (Sunderlin) 1
John M., bik. g. (McDonald) 2
Baron Grattan, b. g. (Geers) 3
Imme—2:0274.
Maud Keswick and Nervola also started.

Purse, \$400:

Billie H., b. g. (Gerrity)

Jessie Bennion, ro. m. (Benyon)

Grancino. Composer, Tokio, Tom Phair, Budd.

Ruth C, The Peer and Sir John also started.

AMONG THE AUTOMOBILISTS.

RUSHING WORK ON AMERICAN CARS FOR VANDERBILT RACE.

Stringent Rules for Drivers Trying Out on Nassau County Hoads—Fine and Dis-qualification Penalties for Speeding There After 7 O'clock in the Morning.

Alfred Reeves, general manager of the American Motor Car Manufacturers' Associa-tion, on his trip West last week found that Western automobile manufacturers were unanimous in approving the early show dates selected by the Automobile Club of America. Mr. Reeves visited factories in Detroit, Chicago, Racine, Indianapolis and St. Louis, and found that all of them were well advanced on their 1907 models. At a majority of them, next year's models were finished, and were getting severe road tests. All of the makers said they would be ready with samples of their 1907 models when the Automobile Club show opens at the Grand Central Palace the first week in December.

Every effort is to be made this year to see that there is no extra speeding, by either racing machines or touring cars, over the Nassau county roads, which are to be used for the American elimination trials and the Vanderbilt oup race. On this point there is an agreement between the Board of Supervisors of Nassau county and the racing board. of the American Automobile Association. No racing car is to be allowed to practise on the course after 7 o'clock in the morning on any day. Any driver of a racing car caught breaking this rule will be liable to a fine of \$500 and disqualification by the racing board, in addition to any fine or penalty which may be meted out to the offender by the Nassau county officials. Jefferson De Mont Thompson, chairman of the R. A. A. A. racing board wants the entrants to forward any suggestions they may have to offer which will tend to improve or safeguard the course in any way. He asks that the request of the Supervisors regarding practice on the course be complied with. He will enforce the rules of disqualifcation and fine. Drivers who have entered for the elimination trials and cup contest are to be allowed to practise with their racing cars for ten days before the date of each contest, but there is no prohibition regarding their going over the course as often as they wish with touring cars, provided that they observe the local speed regulations. The report that a racing car had run down a man in Nassau county last week and left him lying by the roadside turns out to be a fabrication. A man was run down, but it was a touring car which struck him. The occupants of the car remained with the man while one of them brought a physician, who cared for the man's injuries. The car was not a racing machine and had no connection whatever with the Vanderbilt cup race.

Gustave Caillois and Hubert Le Blon, the French racing drivers who are to drive Thomas racers in the elimination trials for the Van derbilt cup race, arrived here yesterday on the steamship La Savole. They started for Buffalo last night and will spend a few weeks there superintending the final work on the 115 horse-power racers they have been engaged to drive. Calllois has been in this country several times before, coming here with Thery, winner of the 1904 race for the James Gordon Bennett cup in Germany. the James Gordon Bennett cup in Germany.
Last year he finished second to Thery in the
French elimination trials to select the team
for the Bennett race, and in the Bennett contest he was fourth. He is one of the best
known European race drivers and is in the
retail automobile business in Paris, where
he has the agency for an American car. He
is 31 years edd. Le Blon was one of the Hotchkiss team in the Grand Prix of the Automobile Club of France last June, but was
put out of the contest the first day because
one of the wire wheels on his car gave out on
a sharp turn. He is 34 years old. Unlike
Caillois, he speaks hardly a word of English.
He is slightly built. He said yesterday that
he was very sorry that he could not prevail
on his wife to accompany him to this country,
as she has always acted as his mechanic inhis races. He added that she was by far
the best mechanic he had ever had any experience with. The two drivers expect to
have their cup cars on the course within a
couple of weeks, as work is well advanced
on them.

on them.

Automobile scorchers will have to mend their ways and confine their road burning exploits to unsettled regions or the hours of darkness if a recently arranged device comes into general use. No more will the zealous country constable be compelled to signal to his brother officer up the road. When a speeding car whiris along he will simply "push the button" and a time recording camera will do the rest. The shutters will give an exposure of one thousandth of a second. The camera is so arranged that at the same time a photograph is taken of the speeding automobile and itspocupants and a picture will be taken of the face of a watch, giving the exact time the photograph was taken. In using the time recording camera to catch unwary scorchers officers are to be placed at each end of a measured stretch of road with cameras, and the photographs may be produced in court as evidence against the violator of the speed regulations.

Some Newark automobilists are discussing the project of building a one mile track especially for automobile racing or of buying some one mile horse track and fitting it up for the exclusive use of motor cars. It is said that ten Newark men have agreed to subscribe \$1,000 each to help carry out such a han and that there are many others who would take a financial interest in the project. J. H. Wood, president of the New Jersey Automobile and Motor Club, talked with several men who are interested in the plan. He is in favor of it. Efforts may be made to secure the old Indian track near Elizabeth. This could be made over into an automobile race course at a reasonable cost, according to those who have inspected the plant, and it is thought that meets could be successfully held there. Automobile races at Weequahio Park have drawn immense crowds.

To celebrate passing the 200 mark in mem-ship, the New York Motor Club on last Wednes-day evening had a club run to the Blossom Heath Inn near Larohmont. About seventy-five members of the organization made the run in twenty-five cars. The run was the first of a series of similar events planned for the fell season. the fall season.

Louis P. Mooers, who designed the Green Dragon racer which Barney Oldfield has been driving with such success for several years, is working on designs for another racing car for a St. Louis concern. Mr. Mooers was one of the American team which competed in the 1908 contest for the James Gordon Bennett cup in Ireland. He spent several months in Europe last winter, visiting the prominent automobile factories.

the prominent automobile factories.

Work on the cars entered for the American team in the Vanderbilt cup race is being rapidly pushed to completion, and it seems as if one of the Marwell racers would be the first racing car on the Nassau county course. Two cars are being constructed, one of eight cylinders and the one which shows up best is to be driven in the elimination trials by J. Fred Betz, 3d, of Philadelphia. The eight cylinder racer is practically completed, and J. D. Maxwell, its designer, took it out on the road yesterday for a tryout spin. When he returned he said: "I am very well satisfied with this eight cylinder car. It has the speed and balance to make it easy to chandle and after a few adjustments and minor changes it will be ready for Mr. Betz to try out on the course. We still have the twelve cylinder racer to assemble, but expect to have both of them thoroughly tried out by the first of September." The eight cylinder machine has two radiators, one in front while the other forms the dash. The forward radiator cools the four front cylinders and the rear four cylinders are cooled by the radiator just behind them. The car will be fitted with wire wheels.

L. L. Whitman and C. S. Carris, with the

be fitted with wire wheels.

L. I., Whitman and C. S. Carris, with the three drivers that helped them make such a big dent in the transcontinental record from San Francisco to New York recently, intend to make another attempt to lower the Chicago to New York record. The record of 5s hours as minutes was made several years ago by Burt Holcomb, Eddle Bald and Lawrence Duffle, and has withstood several assaults successfully. Whitman and Carris were eight hours ahead of Holcomb's time when their Franklin ran into a ditch near Conneaut, Ohio. This makes them think they can better it. They are accordingly travelling back to Chicago very leisurely, driving only in daylight so as to study the roads carefully before trying again.

AUTOMOBILE NOTES.

In the front rank of most everything relating to automobiles it seems only fitting that the White Sewing Machine Company, manufacturers of the Grancino. Composer Total. John also started.

Purse, \$400:
Billie H., b. g. (Gerrity).

Jossis Benulon, ro. m. (Benyon).

Composer, India, Grancino, Ruth C, Tom. Phair.

The Peer and Tokio also started.

Sewing Machine Company, manufacturers of the great steam car of that name, should be one of that na AUTOMOBILES.

AUTOMOBILES,

REC

What it does and what it costs is the thing that counts.

The REO not only does more in proportion to its selling price than any car ever built-as is shown by its records in hillclimbing, racing, Glidden Tours and other endurance contests.

But it does this at less operating cost, as is shown by the great Six Day Economy Test of last Spring, and by the fact that it was penalized with an enormous handicap in the Two-gallon Economy Run given

The only car that ever crossed the continent and back on lts own power.

Come try the car that proves.

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Ready for Delivery NOW: 40-45 H. P. Runabout, fully equipped,

\$4,500. 40-45 H. P. Runabout, without equipment,

> \$4.000. Licensed Under the Selden Patent.

The Matheson Company of New York, 1619 Broadway. Philadelphia Office:-Bellevue-Stratford Garage.

mmmmmmm

removed from any danger of injury. As regards external appearance the new car possesses the

The Winton automobile school for salesmen is now in its third week and is making notable progress. In addition to salesmen from the company's branch houses and agencies the school roll includes thirty-two young men new to the automobilis business although most of them have

automobile business, although most of them have been salesmen in other lines. The school opened with a series of lectures on Winton construction by Mechanical Engineer Anderson, who was fol-

by Mechanical Engineer Anderson, who was followed by the following special lecturers: Mr. Carle of the Steel Ball Company on the Hill precision offer, Fred Harbaugh on lubricating offs, Mr. Ford of the Electric Storage Battery Company on accumulators, W. C. Mitchell of the Standard Oil Company on gasolene, Mr. Moffett of the National Carbon Company on dry cells, Mr. Hart of the C. F. Splittorf Laboratory on spark colls, Mr. Foster of the Warner Automobile Company on speedometers, Mr. Millard of the Glidden Varnish Company on varnishes, C. W. Blackman of the

Company on varnishes, C. W. Blackman of the Parish & Bingham Co. on frames, Dr. George W. Sargent of the Carpenter Steel Company and

W. A. Bostwick of the Carnegle Steel Company on

on Thursday last harian w. whippie, ex-president of the A. A. A. took delivery of his 50 horse-power Flat. It is an exceptionally handsome car, very race looking, fitted as it is with a touring runabout body. Mr. Whipple left immediately for Beston and Andover, where his country estate is located. He is very enthusiastic about his old Flat, a machine of 24-32 horse-power. In this country look is the country of the country estate is located. He is very enthusiastic about his old Flat, a machine of 24-32 horse-power. In this

car he has travelled 12,000 miles through Europo and America. "It has improved with age." says Mr. Whipple, "and is better to day than ever." Mr. Whipple expressed himself as being much interested in the coming Vanderbilt cup race and picks Lancia and Nazzaro among the first three to finish.

It is noteworthy that the intermediate powered car is holding its own, despite the numerous high powered machines produced. From 24 to 45 horse-power seems to be the range of most buyers. Many of the leading makes for 1907 will hardly exceed to horse-power, and that the lower, powered cars will be in demand is evident from the orders being placed. This is especially true of the mark XLIVI. 24 horse-power Columbia, which has met with a very extended sale this season. Numerous reasons exist for this reaction, but whatever argument may be offered, it is well known that the intermediate powered car is equally as efficient as the larger one.

The Fraver-Miller-Vanderbilt team have engaged through Henry Kelfer Sons the George B. Holman estate, on the Jericho turnpike, half way between New Hyde Park and Mincola. It was announced that they had secured the Williston estate, but George Robertson already had secured that for the Apperson three weeks before.

Col. W. C. Greene, the copper king, who has been giving autos a supreme test over the hard country roads in Mexico, has purchased another Poper Toledo from Elliott Mason, the New York manager of the Pope company. This makes the third Pope Toledo Col. Greene has bought this season, and he is using them all in Mexico.

E. L. De Camp of Kansas City is an enthusiastic motorist and a firm believer in the air cooled motor. In a recent trip with his Aerocar he drove from Kansas City to Sedalis, a distance of 114 miles, over rough, hilly roads. He carried four passagers and for the entire trip used only four saliens and three and a belt quarts of gasoleme. At miles per galon. This is half a mile better per miles per galon.

On Thursday last Harlan W. Whipple,

car as a White.

Auto Sale: Prices Cut. been secured by increasing the size of the engine and of the generator, with a corresponding in-crease in the capacity of condenser pumps, &c.. To take care of the increased weight and much higher speed of which the car is capable, every part of the frame and running gear has been considerably strengthened. A change in the new car which will be readily noticed is the location of

QUALITY and SCARCITY of the "desired makes" at prices LOWER than you can duplicate are the kind of automobiles now sacrificed.

Packards side entrance, like new, \$1,600; Stoddard-Dayton, \$1,200; White, 1906 (handsomest car in Manhattan), complete, including top, speedometer, \$1,800; Matheson (cost \$6,000), \$2,200; 106 Orient (\$2,500 model), top, etc., \$1,400; 1906 Locomobile, \$2,000; Charron, Girardot-Volgt, \$1,000; Panhards, \$1900 to \$2,000; Darracq, thirty-five horse (cost \$7,200), \$1,800; Cadillacs, \$190; Franklin, side entrance, \$750; Eight Northern Touring Cars, \$750, \$250; Knox, \$375; Mobile, \$100; Ten Buicks, \$000; \$250; Thirty-thirty-five horse (cost \$1,900; 100 other unusual opportunities, Largest dealers in America. Demonstrations cheerfully given. the gasolene tank in the rear. It is hung in a well protected position between the rear of the frame and one of the cross braces which connect the sides of the frame. The tank has several inches more clearance than the rear axic, so that in the event of the latter, under some unusual conditions, running aground, the tank and connections are well same general characteristics as this year's White, and no one who is informed on motoring matters will have any difficulty in recognizing the new

given. .100 new tops, value \$150 to \$200, at \$50-\$60; Limou ne Bodies, \$300 up.
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Selling on 5% commission (no other charge whatever) naturally brings real bargains here. All our Automobiles are thoroughly tried out and ready for 1,000 mile trips. Saliafactory demonstrations given to anyone interested.

Knox. 3360; Marlon. 3800; Jackson, 3600; Reo. 3605; Ramblers. 3605-5750-3850; Cadillaca. 3235-3425-3500; Pope-Robinson. \$1,000; Fords. 8600.

Franklins. \$550-3450-3750-3850-3860; Bulcks. 3550-3660; Pope-Hartford, 1906, new, \$1,350; Locomobile. 3750; Wintons. 3350 to 3950; Panhard Runabout. 31,000; Elmores. 3550; Decauville. \$3,300; Moryes. 3750; National. \$1,100; Rainier. \$2,000; Darracq. \$660; Autocars. 3475; Oldsmobiles. \$150-3460; Limousine Body French Car. \$250; Cameron. 3450; others.

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The Maxwell-Briscoe Motor Company will use the five acres of space which has been engaged on the Jericho turnpike for its use as a parking space on the dates of the two Long Island races, and all owners of Maxwell cars will be invited to avail themselves of the accommodations afforded. As there are between 600 and 700 Maxwell owners in the city of New York and vicinity it is expected that the park will be well filled.

Few persons in the retail automobile trade had ever seen the Dorris car in motion until last Wednesday evening, the occasion of the New York Motor Club's run to Blossom Heath Inn. It was a puzzle to many of them and all one could hear was "What car is that?" The questioners were those who had to take a back seat in the numerous brushes that took plage on the run.

Imp Wins at Oyster Bay. The last race of the summer series for the The last race of the summer series for the Seawanbaka Corinthian 15-footers was sailed yesterday at Oyster Fay. There were four starters, and the race was won by S. L. Lambert's Imp. This was the third win of the Imp and she obtained the trophy. The yachts raced in a strong easterly wind.

The summary:

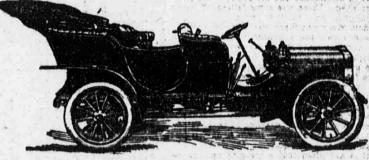
BRAWANHAKA 15 POOTERS START, 3:25

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The mechanism of the Model "G" exhibits the general features of the well-known White system, with numerous improvements suggested by the study and experience of the year. Because of the much higher speed of which the car is capable, every part has been brought up to a new standard of size and strength. A feed water heater has been added, materially increasing the efficiency of the car; the gasoline tank has been placed in a well protected position at the rear of the frame; 36 inch wheels are used, giving greater clearance than in our Model "F"; both the hand and the foot brakes act direct on the rear wheels; and there is a greater carrying capacity for passengers and for baggage than in any of our previous models.

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1 Panhard, 15-18 H. P., 1902. 1 Pope Toledo 45-50 H. P., Fully equipped. 1 Thomas Flyer 40-50 H. P., 1905 model, fine condition, with glass combination limousine and touring body. E. B. GALLAHER, 228-230 West 58th St.

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